DAG-TM

Exploration of the Inclusion of AOC Preferences

Purpose: To begin examining the more efficient consideration of airlines' priorities upon air traffic management

Some general questions (we won't be answering these in this demo)

- What sort of time is required to make the requests for priority consideration feasible?
  - TMC workload
  - Controller workload
  - Dispatchers time considerations
- Procedures and tools required

Note: We will be acting as if there is only one carrier represented in the scenarios

Procedures for this Demonstration

- We will assume the procedures for CE6
  - Some trajectory negotiation between air & ground
  - ATC has separation responsibility at all times (no free flight aircraft)
  - Self-spacing is permitted in the TRACON

Procedures (cont.)

- An event will occur that will result in the re-routing of aircraft

- The scenario with this event will be run two times
  - One time without an ability to consider airline priorities
  - One time with an ability to consider airline priorities
  - Traffic Management Advisor (TMA) will be available
    - Assigns times to the aircraft, including updated times
  - TMC will have the opportunity to amend aircraft flight trajectories as needed
    - If modification is required, TMA may assist the TMC

The TMA
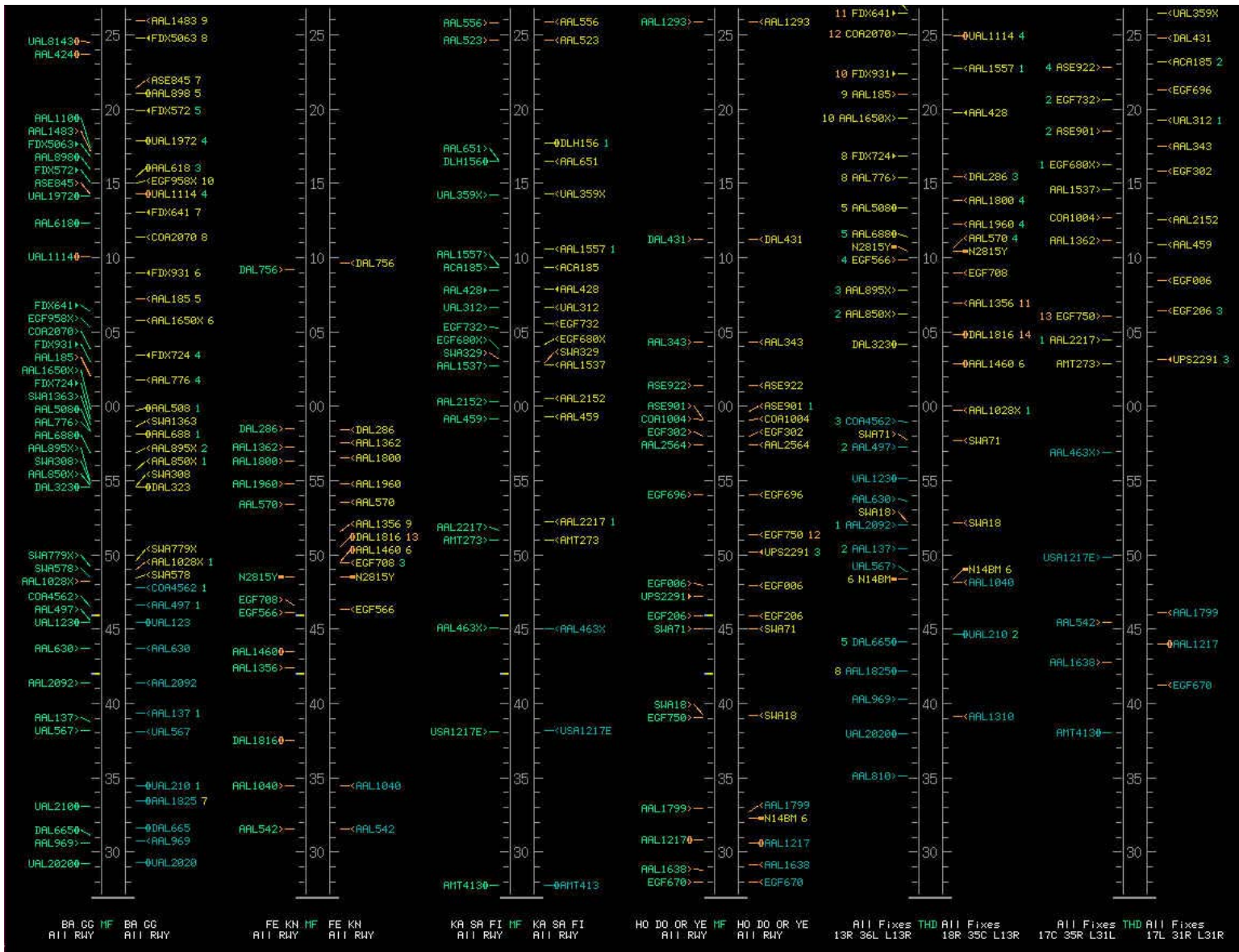
Procedures (cont.)

- During the scenario in which priorities may be included, dispatchers will have an option to communicate those priorities to the TMC
  - Dispatchers will have access to the TMA
  - Dispatchers will have the ability to communicate with the TMC (with paper and telephone, if necessary)
  - Dispatchers will be communicating with the TMC, not with controllers